

SENATE BILL REPORT

SB 6499

As Reported By Senate Committee On:
Transportation, March 5, 2000

Title: An act relating to transportation funding and appropriations.

Brief Description: Making supplemental transportation appropriations.

Sponsors: Senators Haugen, Goings, Gardner and Patterson; by request of Governor Locke.

Brief History:

Committee Activity: Transportation: 34/2000, 3/5/2000 [DPS].

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: That Substitute Senate Bill No. 6499 be substituted therefor, and the substitute bill do pass.

Signed by Senators Haugen, Chair; Gardner, Vice Chair; Goings, Vice Chair; Benton, Costa, Eide, Finkbeiner, Heavey, Horn, Prentice, Sheahan, T. Sheldon, Shin and Swecker.

Staff: Brad Lovaas (786-7307)

Background: The transportation budget provides appropriations to the major transportation agencies: the Department of Transportation (DOT), the Washington State Patrol (WSP), the Department of Licensing (DOL), the Transportation Improvement Board (TIB), and the County Road Administration Board (CRAB). It also provides appropriations out of transportation funds to many smaller transportation agencies and general government agencies.

Summary of Substitute Bill: The 1999-01 transportation budget totaled approximately \$4 billion. Subsequently, Initiative 695 passed in the November 1999 general election. The 2000 supplemental transportation budget reflects adjustments made as a result of the passage of Initiative 695.

Department of Transportation - \$2.52 Billion (Original 1999-01 Budget = \$3.28 billion; a reduction of \$760 million)

State Highways (Original 1999-01 Budget = \$2.1 billion; a reduction of \$500 million)

- \$750 million is provided for state highway improvements:
 - HOV's: \$93 million for design, right of way and construction of HOV projects, including \$26 million in restored funding for projects on SR 525 and Interstate 5.
 - Corridor Program: \$128 million for design, right of way and construction of corridor projects, including \$50 million for projects on SR 539, SR 509, SR 519, SR

522, and SR 525. This funding complements the funding for local corridor congestion relief programs in WSDOT's Local Programs Division.

- Congestion Relief: \$237 million for statewide highway capacity improvements, including support for major projects such as Sunset Interchange on I-90 and Sprague Avenue to Argonne Road on I-90.
- Safety: \$146 million to improve the safety of state highways, including SR 9 to Paradise Road on SR 522 (Killer Highway). \$38 million in restored funding to continue projects on SR 17 (Killer Corner), SR 12, and SR 395 which were originally cut due to Initiative 695.
- Economic Development: \$164 million in state funding for economic initiatives, including \$37 million in restored funding to continue projects on SR 397, and \$9.5 million for all weather roads. \$30 million in Transportation Improvement Board bonds proceeds is provided for 8 statewide freight mobility projects.
- Environmental: \$12 million for environmental projects including \$1 million in funds for the Advanced Environmental Mitigation Revolving Account.
- \$526 million is provided for highway preservation to repave roadways, repair and rebuild bridges, repair unstable slopes, etc.
- \$244 million is provided for the maintenance of state highways, including keeping open safety rest areas, snow and ice removal, patching roadways, pavement striping, maintaining traffic signals, and retaining current levels of highway illumination, etc.
- \$50 million is provided for the Tacoma Narrows Bridge, including \$39 million in restored state funding.

Washington State Ferries “ Operating: Total Budget = \$288 million (Original 1999-01 Budget = \$303 million; a reduction of \$15 million)

- Auto ferry service is maintained without requiring immediate fare increases. Weekend, night service, and shoulder season service is modified.
- \$7.7 million is provided to partially restore proposed service cuts throughout Puget Sound. Auto ferries will replace passenger-only routes.

Washington State Ferries “ Capital: Total Budget = \$163 million (Original 1999-01 Budget = \$285 million; a reduction of \$122 million)

- The capital program is realigned to ensure that it supports the Ferry Operating Budget.
- The remainder of the ferry capital program is maintained and funded through 2001-2003.

Rail “ Operating: Total Budget = \$32.9 million (Original 1999-01 Budget = \$33.1; a reduction of \$200,000)

- Existing rail passenger services are maintained including a second round-trip between Seattle and the Canadian border.

Rail “ Capital: Total Budget = \$111.9 million (Original 1999-01 Budget = \$93 million; an increase of \$18.9 million-Includes PSRC Pass-through)

- An additional \$60 million in federal pass through funds are provided in collaboration with Puget Sound Regional Council and Sound Transit for track and rail improvements.
- \$15 million in one-time funding is restored for the King Street Maintenance Facility.
- \$6 million, including \$1.5 million in restored state funds is provided for light-density freight rail line loans and grants.

Highway Management and Facilities/ Plant Construction & Supervision: Total Budget = \$60.8 million (Original 1999-01 Budget = \$71 million; a reduction of \$10.2 million)

Aviation: Total Budget = \$5 million (Original 1999-01 Budget = \$4.4 million; an increase of \$600,000)

- \$550,000 in increased grant funding is provided to help reduce backlogged airport safety preservation activities.
- \$240,000 is provided for the state match of a federal grant for an economic study of aviation in Washington.
- \$200,000 in reductions due to lost MVET funds.

Traffic Operations: Total Budget = \$41.3 million (Original 1999-01 Budget = \$40.8 million; an increase of \$500,000)

- \$5.0 million is provided for enhanced safety for schools, which includes sidewalks, signals, and channelization.
- \$600,000 is restored in order to implement the Safety Service Patrol pilot project.

Transportation Management: Total Budget = \$96.2 million (Original 1999-01 Budget = \$110.8 million; a decrease of \$14.6 million)

- \$13.5 million cut to computer equipment and system development.
- \$1.4 million cut to management, administration and support.

Transportation Planning, Data, and Research: Total Budget = \$29.5 million (Original 1999-01 Budget = \$30.5 million; a decrease of \$1 million)

- \$350,000 within the existing program is dedicated for developing an analytic method for investment choices in rail, highways, freight rail, transit, etc.

Public Transportation: Total Budget = \$19.6 million (Original 1999-01 Budget = \$25.4 million; a decrease of \$5.8 million)

- \$6.1 million is provided for the Commute Trip Reduction (CTR) program.

- \$3.5 million is provided for rural mobility projects.
- \$750,000 is provided for the Agency Council on Coordinated Transportation.

Local Programs “ Capital: Total Budget = \$74.8 million (Original 1999-01 Budget = \$161.8 million; a decrease of \$87.0 million)

- \$30 million is provided for city and county corridor congestion relief programs that complement the state corridor congestion relief program.
- \$10 million is provided as a state match with Oregon for the Columbia River Dredging Project.
- \$5 million is provided for the small city pavement program.

Washington State Patrol - \$223.9 million (Original 1999-01 Budget = \$231 million; a reduction of \$7 million)

Field Operations: Total Budget = \$158.2 million (Original 1999-01 Budget = \$160.9 million; a reduction of \$2.6 million)

- \$342,000 is cut to adjust for vacancies maintained in the Commercial Vehicle Division.
- \$100,000 is provided for a vehicle video camera pilot project.
- \$900,000 is cut as a result of a 10 percent administrative reduction.
- \$1.5 million is cut to eliminate the Patrol’s license fraud activities.
- \$700,000 is provided for mobile repeaters and portable radios.

Support Services Bureau: Total Budget = \$63.4 million (Original 1999-01 Budget = \$67.9 million; a reduction of \$4.5 million)

- \$222 in unused Mobile Computer Network cash is cut.
- \$3.3 million is cut as a result of a 10 percent administrative reduction.
- \$388,000 is cut to adjust agency vacancy rates.
- \$550,000 is cut to reduce Troopers in Support Services. Troopers are moved into road safety enforcement and will fill Field Force attrition vacancies.

Capital: Total Budget = \$2.3 million

- Funding is retained for minor works, repaving of the drive course, and the Naselle detachment office.

Department of Licensing - \$156.9 million (Original 1999-01 Budget = \$159.5 million; a reduction of \$2.6 million)

Management and Support Services: Total Budget = \$10.9 million (Original 1999-01 Budget = \$11.3 million; a reduction of \$400,000)

- \$109,000 is cut to adjust for a historical vacancy rate.
- \$558,000 is cut as a result of a 10 percent administrative reduction.
- \$100,000 of one-time funding is provided for the Department of Licensing to contract-out for an agency-wide reorganization study.

Information Systems Division: Total Budget = \$8.9 million (Original 1999-01 Budget = \$9.5 million; a reduction of \$600,000)

- \$188,000 is cut to adjust for a historical vacancy rate.
- \$469,000 is cut as a result of a 10 percent administrative reduction.

Vehicle Services Division: Total Budget = \$57.8 million (Original 1999-01 Budget = \$59.2 million; a reduction of \$1.4 million)

- \$1.2 million is cut for process savings, which include: bi-monthly vehicle renewal notices, elimination of front license tabs, weekly title mailings, and postcard-sized renewal notices.
- \$321,000 is cut to adjust for a historical vacancy rate.
- \$65,000 is cut as a result of a 10 percent administrative reduction.
- \$300,000 of one-time funding is provided for transportation's share of an electronic commerce revenue system.

Drivers Services Division: Total Budget = \$79.3 million (Original 1999-01 Budget = \$79.4 million; a reduction of \$100,000)

- \$1 million is cut to adjust for a historical vacancy rate.
- \$61,000 is cut as a result of a 10 percent administrative reduction.
- \$758,000 is provided for a driver history initiative project that will link the Department of Licensing to the Seattle Municipal Court to improve the exchange of information.
- \$66,000 is provided to establish an intermediate driver's license.
- \$132,000 is provided to update the drive record database to reflect changes for those drivers requiring an ignition interlock device.

Other Agencies

Washington Traffic Safety Commission: Total Budget = \$13.2 million (Original 1999-01 Budget = \$11.5 million; an increase of \$1.7 million)

- An additional \$2.4 million is provided to the WTSC for local government grants that promote and enhance traffic safety. Revenues are generated from additional fines for traffic violations and traffic crimes.

Legislative Evaluation and Accountability Program: Total Budget = \$887,000 (Original 1999-01 Budget = \$900,000; a reduction of \$13,000)

- \$13,000 is cut as a result of an administrative reduction.

Utilities and Transportation Commission: Total Budget = \$222,000 (Original 1999-01 Budget = \$111,000; an addition of \$111,000)

- \$111,000 is provided for a competitive grant program and a 1 percent federal match on grade crossing protection projects.

Transportation Improvement Board: Total Budget = \$243.6 million (Original 1999-01 Budget = \$237.4 million; an increase of \$6.2 million)

- \$30 million in bond proceeds is appropriated for freight mobility projects.
- \$300,000 is cut as a result of a 10 percent administrative reduction.
- \$13.1 million is cut to adjust for MVET revenue losses in the Public Transportation System Account.
- \$10.4 million in grant reductions are made to correct a projected negative fund balance in the Transportation Improvement Account.

Freight Mobility Strategic Investment Board: Total Budget = \$521,000 (Original 1999-01 Budget = \$600,000; a decrease of \$79,000)

- \$79,000 in under-expended appropriation is cut from the FMSIB administrative budget.

County Road Administration Board: Total Budget = \$90.8 million (Original 1999-01 Budget = \$111 million; a reduction of \$20 million)

- \$8 million in Referendum 49 bonds are cut as a result of I-695.
- \$11.8 million is cut from the RATA to meet a projected revenue shortfall.
- \$240,000 is added for a freights and goods road system update.
- \$355,000 is cut as a result of a 10 percent administrative reduction.
- \$247,000 is cut to match available revenues for administration.

Blue Ribbon Commission on Transportation: Total Budget = \$1.8 million

- Funding is provided for the commission to continue fulfilling its mission of determining long term solutions and strategies for transportation policies and funding.

Senate Transportation Committee: Total Budget = \$2.4 million (Original 1999-01 Budget = \$2.6 million; a reduction of \$150,000)

- \$150,000 is cut to adjust agency vacancy rates.

Legislative Transportation Committee: Total Budget = \$3.6 million (Original 1999-01 Budget = \$4.3 million; a reduction of \$650,000)

- \$500,000 in under-expended appropriation is cut from the LTC administrative budget.
- \$150,000 in expenditure savings is cut to address revenue losses from I-695.

Department of Agriculture: Total Budget = \$350,000 (Original 1999-01 Budget = \$327,000; an increase of \$23,000)

- \$39,000 is added for implementation of the Motor Vehicle Fuel Tax Act.
- \$16,000 is cut as a result of a 10 percent administrative reduction.

Board of Pilotage Commissioners: Total Budget = \$240,000 (Original 1999-01 Budget = \$290,000; a reduction of \$50,000)

- \$37,000 in under-expended appropriation is cut from the BPC administrative budget.
- \$13,000 is cut as a result of a 10 percent administrative reduction.

State Parks and Recreation Commission “ Operating and Capital: Total Budget = \$3.56 million (Original 1999-01 Budget = \$3.63 million; a reduction of \$72,000)

- \$2.7 million in capital projects stays intact in the Supplemental Budget.
- \$27,000 in under-expended appropriation is cut from the Parks and Recreation Operating administrative budget.
- \$45,000 in operating appropriation is cut as a result of a 10 percent administrative reduction.

Marine Employees Commission: Total Budget = \$322,000 (Original 1999-01 Budget = \$356,000; a reduction of \$34,000)

- \$17,000 in under-expended appropriation is cut from the MEC Operating administrative budget.
- \$17,000 is cut as a result of a 10 percent administrative reduction.

Transportation Commission: Total Budget = \$767,000 (Original 1999-01 Budget = \$807,000; a reduction of \$40,000)

- \$40,000 is cut for administrative efficiencies.

Substitute Bill Compared to Original Bill: The original bill was not considered.

Appropriation: \$3.26 billion.

Fiscal Note: Not requested.

Effective Date: The bill contains an emergency clause and takes effect immediately.

Testimony For: In light of the passage of Initiative 695, the Legislature must make tough decisions regarding the transportation budget. This is a fair budget that treats all transportation agencies equitable.

Testimony w/Concerns: It is not appropriate to pay for the Columbia dredging project with public works assistance account funds. There are concerns with the restoration of passenger-only ferry service.

Testimony Against: Decreasing the number of employees in particular agencies directly impacts the agencies’ ability to serve the public.

Testified: Rick Wickman, Association of Washington Business (pro); Duke Schaub, Association General Contractors of Washington (pro); Jim Halstrom, Master Builders Association of King & Snohomish Counties (pro); Enid Layes, American Concrete Association Northwest Chapter (pro); Randy Ray, Puget Sound Steamship Operators Association (pro); Pat Jones, Washington Public Ports Association (pro); Dan Snow, Washington State Transit Association (pro); Steve Lindstrom, C-TRAN (pro); Sid Morrison, Department of Transpor-

tation (pro); Mark Brown, City of Vancouver (pro); Jamila Thomas, Washington Federation of State Employees (pro w/concerns); William Maas, Vashon Riders Group (pro w/concerns); Steve Ross, Masters, Mates & Pilots/Inland Boatmens Union/Marine Employees Beneficial Association (pro w/concerns); Ron Main, Sound Transit (pro w/concerns); Alan Darr, State Building Trades (pro w/concerns); Michael Transue, Utility Contractors of Washington (pro w/concerns); Bob Dilger, Washington State Building & Construction Trades Council (pro w/concerns); Joe Daniels, Washington Association of Sewer & Water Districts (pro w/concerns); Liz Lindley, Washington Association of Professional Guardians/Lifetime Advocacy Plus (pro); Steve Lind Traffic Safety Commission (pro); Michael Shaw, Association of Washington Cities (pro); Dick Ducharme, Washington Construction Industry Council (pro); Gene Schlatter, JPI/First & Goal (pro); Gordon Walgren, United Infrastructure/City & Port of Bremerton/CATRALA (pro); Robin Appleford, Volcan NW (pro); Greg Pierce, Port Blakely (pro); Dan Rude, Transportation Improvement Board (pro); Captain Eric Robertson, Washington State Patrol (con); Fred Stephens, Department of Licensing (con); Denise Movius, Department of Licensing (con).